

the aircraft area 200 is a door aisle 80 which extends perpendicularly to the longitudinal axis  $L_P$  of the passenger cabin 18 and connects the aisle 33 to at least one aircraft door 82. In the forms of embodiment of an aircraft area 200 shown in FIGS. 8 to 10, the door aisle 80 connects the aisle 33 to each of two mutually opposite aircraft doors 82.

[0072] Provided within the aircraft area 200 is a passenger seating area 85 equipped with passenger seats 84, and also a sleeping box area 86. A number of sleeping box arrangements 100 are installed in the sleeping box area 86 in such a way that the longitudinal axis  $L_G$  of the casing 12 of the sleeping boxes 10 of the sleeping box arrangements 100 extends perpendicularly to the longitudinal axis  $L_P$  of the passenger cabin 18 in each case. The access aperture 14 of the casing 12 of all the sleeping boxes 10 borders on the aisle 33, so that the sleeping boxes 10 are conveniently accessible to passengers from the aisle 33. In contrast to the passenger seating area 85 equipped with seats, the sleeping box area 86 is equipped with just one aisle 33 which is flanked on both sides by sleeping box arrangements 100. On the other hand, the passenger seating area 85 equipped with seats has two main aisles 87a, 87b which extend along the longitudinal axis  $L_P$  of the passenger cabin 18.

[0073] The sleeping box area 86 is constituted by an area of the passenger cabin 18 which extends over a desired length of the longitudinal axis  $L_P$  of the passenger cabin 18, but which is not equipped with passenger seats 84 and is consequently devoid of passenger seats. In addition, the sleeping box area 86 in the arrangement according to FIG. 8 is connected to the aircraft doors 82, as is indicated by the arrows in FIG. 8, via escape routes F1, F2 which are not restricted by passenger seats 84, that is to say do not border on the passenger seating area 85. This permits quick and undisrupted evacuation of the sleeping box area 86 in an emergency. In particular, the sleeping box area 86 borders on the door aisle 80, so that passengers who are obliged to leave the sleeping boxes 10 within the sleeping box area 86 as quickly as possible in an emergency, can get to the aircraft doors 82 unhindered by passengers who are accommodated in the passenger seating area 85.

[0074] In the case of the aircraft area 200 illustrated in FIG. 8, the sleeping box area 86 is located in a front area of the passenger cabin 18, viewed in the direction of flight. In contrast to this, the sleeping box area 86 is arranged, in the case of the aircraft area 200 shown in FIG. 9, in a tail area of the aircraft. In the case of the aircraft area 200 according to FIG. 9, the sleeping box area 86 is divided up into two partial areas 86a, 86b which are located respectively in front of, and behind, the door aisle 80, viewed in the direction of flight of the aircraft. However, the two partial regions 86a, 86b of the sleeping box area 86 directly border on the door aisle 80 and are therefore connected to the aircraft doors 82 via escape routes F1, F2, F3, F4 which are each unrestricted by passenger seats 84.

[0075] The aircraft area 200 shown in FIG. 10 differs from the aircraft area 200 according to FIG. 9 through the fact that the sleeping box area 86, that is to say the partial sleeping box area 86a, extends further along the longitudinal axis  $L_P$  of the passenger cabin 18 in the direction of a front area of the aircraft, so that the sleeping box area 86, that is to say the partial sleeping box area 86a, borders not only on the door aisle 80 located in a tail area of the aircraft but also on another door aisle 88 located in a central area of the aircraft. As a result of this, there are available to passengers accommodated in the sleeping boxes 10 six escape routes F1, F2, F3, F4, F5,

F6, via which the passengers can get to the aircraft doors 82 or to other aircraft doors 90 without coming into contact with the passenger seating area 85.

[0076] As can be seen from FIG. 11, the aircraft area 200, as shown in FIGS. 8 to 10, may be supplemented by a freight compartment area 92 which is accommodated in a lower deck of the aircraft. As FIG. 12 shows, the freight compartment area 92 is connected to the passenger cabin 18 in the upper deck via an access 96 which may be designed in the form of a staircase or a lift. Accommodated within the freight compartment area 92 is at least one freight container 98, in the interior space of which at least one sleeping box 10 is provided. The freight container 98 may, for example, be configured in such a way that there is room for seven sleeping boxes 10 in its interior space. Each sleeping box 10 is suitable for accommodating one person, who is located in a reclining position parallel to a longitudinal axis  $L_S$  of the sleeping box 10. The sleeping box 10 also has an access aperture 14 in the area of a front side which extends perpendicularly to the longitudinal axis  $L_S$  of the sleeping box 10. The freight container 98 corresponds, as regards its shape and dimensioning, to a conventional freight container 100 and is consequently, just like a conventional freight container 100, suitable for being accommodated within the freight compartment area 92.

[0077] The sleeping boxes 10 provided in the freight container 98 may be equipped as described above. The freight container 98 within which the sleeping boxes 10 are accommodated is also of gastight design in order to permit the use of fire-extinguishing means within the freight compartment area 92 in the event of a fire. An aisle area 102 which is provided between mutually opposite sleeping boxes 10 within the freight container 98 is accordingly also of gastight design.

[0078] The freight compartment area 92 may be loaded, in a utilization-dependent manner, with freight containers 98, in the interior space of which sleeping boxes 10 are provided, and with conventional freight containers 100. As can be seen from FIG. 12, the freight containers 98, in the interior space of which sleeping boxes 10 are provided, are accommodated, viewed in a direction of loading L in which freight containers 98, 100 are brought into the freight compartment 94, in a rear part of the freight compartment area 92 which directly borders on the access 96 into the passenger cabin 18 in the upper deck. When the freight compartment area 92 is loaded, the freight containers 98 equipped with sleeping boxes 10 are consequently loaded in first, before the freight compartment area 92 is finally loaded with conventional freight containers 100. This guarantees unimpeded loading and unloading of the conventional freight containers 100.

[0079] While at least one exemplary embodiment of the present invention(s) is disclosed herein, it should be understood that modifications, substitutions and alternatives may be apparent to one of ordinary skill in the art and can be made without departing from the scope of this disclosure. This disclosure is intended to cover any adaptations or variations of the exemplary embodiment(s). In addition, in this disclosure, the terms "comprise" or "comprising" do not exclude other elements or steps, the terms "a" or "one" do not exclude a plural number, and the term "or" means either or both. Furthermore, characteristics or steps which have been described may also be used in combination with other characteristics or steps and in any order unless the disclosure or context suggests otherwise. This disclosure hereby incorporates by reference the complete disclosure of any patent or application from which it claims benefit or priority.